foggy weather. A pilot project of Radio based Automatic Warning System (European Train Control System--ETCS) which also incorporates cab signalling as one of its components has been sanctioned on Mathura-Palwal section of Central Railway. The project, however, has been put on hold due to high cost.

Derailment of Kamrup Express

1820. SHRI GHULAM NABI AZAD:
SHRI RAJKUMAR DHOOT:

Will the Minister of RAILWAYS be pleased to state:

(a) whether it is a fact in the North-Eastern Sector, Kamrup Express got derailed twice during January last;

(b) if so, the details thereof and the reasons therefor;

(c) whether any inquiry has been ordered into the accidents; and

(d) the preventive measures taken for the safety of passengers in future in this sector?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) Yes, Sir. Details of two accidents are as under:—

1. Derailment of 12 coaches of 5959 UP Kamrup Express, between Tihu-Pathsala stations of New Bongaigaon-Changsari section, Alipurduar Division, Northeast Frontier Railway on 10.01.2003. As per provisional findings contained in the preliminary Inquiry Report of Commissioner of Railway Safety/Northeast Frontier Circle, the accident occurred due to 'failure of equipment'.
2. As a result of bomb blast on the track, train engine and first three coaches of 5960 Down Kamrup Express derailed between Diphu-Nailalung stations of Dimapur-Lumbding Section, Lumbding Division, Northeast Frontier Railway on 20.01.2003.

(d) Following preventive measures have been taken for the safety of passengers:

(i) A non-lapsable Special Railway Safety Fund of Rs. 17,000/- crore has been set up for renewal of over aged assets and for safety enhancement works.

(ii) All the Production Units, majority of repair workshops and large number of Sheds/Depots have achieved ISO 9002 certification for their Quality maintenance system.

(iii) Procurement of new generation diesel locomotives with enhanced safety features such as multi-re-setting vigilance control device, computer controlled brake system, extended dynamic brake and creep control to avoid wheel slipping.

(iv) Fitment of micro processor control speed recorders to monitor speed of the train.

(v) Procurement of simulators as training aid to improve training of running staff.

(vi) Odour-cum-fume type hot box detectors are under lab tests for timely detection and detachment of hot boxes thereby preventing breakage of axle/journals on the run.

(vii) New wagons being inducted into the system are equipped with more reliable Casnub Bogies and Air Brake System. Bogie Mounted Brake. System on wagons has also been developed. The use of Composition Brake Blocks on wagons is being progressively increased.

(viii) Improvement in the rolling stock design to reduce the impact of accidents and resultant casualties.

(ix) There has been a progressive increase in the use of Tie Tamping and Ballast Cleaning Machines for track maintenance. Track Renewal Trains are also being used.

(x) For monitoring track geometry and running characteristics of the track sophisticated track recording cars, oscillograph cars and portable accelerometers are being used progressively.

(xi) For detection of rail fractures/weld failures, adequate double rail Ultra Sonic Flaw Detectors have been procured. Self Propelled Ultrasonic Rail Testing Cars are being procured.

(xii) Patrolling of Railway track by gangmen is carried out at vulnerable locations during the monsoon, summer and winter.

(xiii) The specifications of rail steel have been upgraded and are in conformity with the International Union of Railways (UIC) specifications.

(xiv) The track structure is upgraded on a planned basis.

(xv) To keep the track in good condition, track renewals are carried out whenever they become due subject to availability of funds.

(xvi) Derailment prone four wheeler wagons (CRT wagons) are being phased out of service.

(xvii) Closer liaison is being maintained with the State Police Departments, wherever required for prevention of crime on Railway tracks and bridges.

(xviii) Instructions have been issued to reduce the number of fish plated joints, wherever feasible and for burring of two fish bolts, one on each rail, at joints located in the stretches considered vulnerable.

(xix) An anti-theft elastic rail clip and fish bolt fastening is under development.

(xx) Stringent penalty to the extent of dismissal/removal from service is being imposed on officials causing serious accidents.

Bridge Over Kosi River

1821. PROF. RAM DEO BHANDARY: Will the Minister of RAILWAYS be pleased to state:

(a) whether Railways propose to construct a bridge over river Kosi in connection with restoration of Nirmali-Saraigarh line;

(b) if so, the effective steps taken by Government for the construction of this bridge which is a long pending issue; and

(c) the time by which it is likely to be taken and amount involved in this project?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI BANDARU DATTATRAYA): (a) to (c) The work of construction of mega bridge over river Kosi with link lines between Nirmali and Bhaptiahi (Saraigarh) has been included in the Railway Budget 2003-2004 at an